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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted] 25X1A

# INFORMATION REPORT

CD NO.

COUNTRY USSR (Georgian SSR)

DATE DISTR. 8 May 1950

SUBJECT Aircraft Airframe Plant No. 31 in Tbilisi

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NO. OF ENCLS. 1 (LISTED BELOW)

DATE OF INFO. 25X1X

SUPPLEMENT TO REPORT NO. [redacted] 25X1A

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THIS IS UNEVALUATED INFORMATION

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1. Location and Layout: See references*

2. Labor: 1 shift; observed: about 1,300 people.

3. Management: Col SALATSE of Air Force. Civil manager: SHIHOVANO (sic; SHIKHOVANO?)

4. Production

a. According to Soviet statements, three Yak-2 fighters per day were produced in 1945.

b. In 1946, the plant changed to the construction of jet fighters. Up to April 1948, only experimental planes were built, first single-seaters with one cannon, then two-seaters without armament. Turbines were not manufactured in the plant.

c. [redacted] 25X1 The jet fighters were parked in two boxes about the size of a 40-foot removal van; two wings in one of the boxes; fuselage and turbines in the other.

d. According to Soviets, five fighters were to be produced per day; in May 1948, 900 to 1,000 jet fighters should have been shipped. [redacted] 25X1 only 40 aircraft were shipped during the entire month.

5. Description of Turbojet-Fighter (see also sketch)

a. Speed: [redacted] 25X1 the speed of these jet fighters was not as high as that of the German jet fighters during the war.

b. Propulsion: The torpedo-shaped turbine (cylindrical) was about 15 feet long, diameter about 31 inches. The exhaust was about level with the rear edge of the wing.

The turbine was covered with sheet-metal and fitted under the fuselage.

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The intake suction and the exhaust port were closed with circular metal sheets.

For "cranking up" there was a two-stroke engine, the noise similar to a DKW motorcycle. Judging by the sound, this starting engine was installed in the fuselage between the cockpit and the nose, over the turbine.

c. Fuselage: The fuselage was about 36 feet long. Its shape is shown in the sketch; it was no double-fuselage. The dimension ratios were:

From center of wing to nose : 2/5 of total length
From center of wing to stern: 3/5 of total length

The material was duralumin.

d. Cockpit: With all-round visibility; forward and aft, it was angular, extending from forward edge of wings to a little behind the rear edge of wings. At the nose it projected about 16 inches. The part projecting over the fuselage was glazed (plexiglass).

e. Wings: The span was about 39 feet including the middle piece which was about 31½ to 39 inches wide. With the middle piece, the two wings formed one piece. The middle piece was a steel structure of the same width as the fuselage. The control stick was in the forward third of the middle piece. When it was actuated, the ailerons at the wings were moving. The forward edge of the wing was slightly swept back, the rear edge a little more than the forward edge, rounded-off tips. In the middle of the rear edge, where the ailerons started, was a hardly discernible step toward the fuselage. In way of the fuselage the wings were about 79 inches wide; at the tips 31 inches. The material was duralumin. In each of the wings there was a tank, 39x39 inches, 16 inches high. From the middle piece one tank was visible.

f. Seats: The two seats were arranged in tandem, the forward pilot's seat looking ahead, the rear seat looking back.

g. Landing Gear: The main landing gear had two wheels under the wings. It was mounted on the forward third of the fuselage, the wheels about 6½ feet apart. It was retractable and folding outward; it disappeared in the wings. The nose wheel was in the forward third of the forward section of the fuselage and folded rearward into the fuselage. The stern was not fitted with a spur. The center of gravity of the plane was in the forward section of the plane.

h. Painting, Letters: The fuselage was azure-blue. A Soviet star, about 32 inches large was in the aft third of the plane on the underside of the fuselage, white with red edging.

25X1

i. Armament: No weapons were mounted for shipment, nor did source see any mounting rings. A cannon was used for firing tests but source did not know where it was mounted.

k. Sundries: A metal rod, about 20 inches long, projected from the forward edge of the outer end of a wing. [redacted] called this installation a speed measuring device (literally translated: speedometer). An aerial extended from the aft end of the cockpit to the rudder assembly.

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1. For shipment, the turbine was removed and packed separately. Thus the wings could be removed in one piece.

25X1 Comment:

a. The statements date back to June 1948 at which time the workmen probably worked in one main shift only and minor night shifts, as is also gathered from other reports. Later reports speak of two or three shifts.

b. The production of Yak-2 in TBILISI in 1945 is not considered true. Only a few of the Yak-2 type, a twin-engine wooden fighter, were built in the MOSCOW aircraft plant at the beginning of the war. There is probably an error in the figures and, possibly, the described aircraft was a Yak-3.

c. The conversion of Plant No. 31 to jet fighter manufacture was started as early as 1947 and not, as report says, in 1948. The output of 90 to 100 aircraft per month in the middle of 1948 seems credible. The description of the aircraft, which seems correct regarding details, shows good observation 25X1
A most astonishing feature is the seat arrangement as mentioned in para 5,f. The installation of the aft seat looking opposite the direction of flight would not indicate a training plane but a (long-distance) fighter.

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e. The information will be checked further as there is the probability of an alternative to this type of Yak-plane, which has not been reported up to now.

1 Annex: Turbojet fighter built in the TBILISI-DIMITROVO Aircraft Plant.

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